

Kamasa-TOOLS®

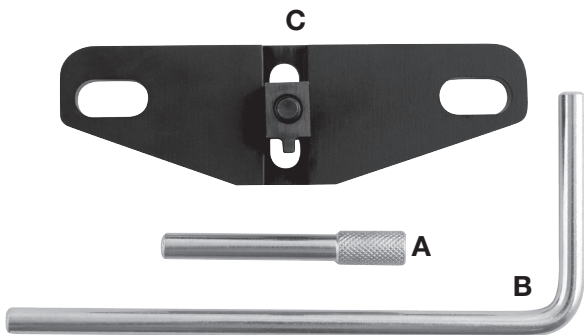
Engine
timing tools

Ford CRD
2.0 / 2.2

K 10561

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Plan Layout



Ref	PSA OEM Ref	Land Rover /Ford OEM Ref	Volvo OEM Ref	Description
A	0188.M	303-1277	999-7122	Camshaft Pulley Timing Pin
B	0188.X	303-1270 303-1059	999-7121	Flywheel Locking Timing Pin
C	0188.F	303-1272	999-7119 999-7120	Flywheel/Ring Gear Locking Tool Adaptor

Applications

The application list for this product has been compiled cross referencing the OEM Tool Code with the Component Code.

In most cases the tools are specific to this type of engine and are necessary for Cam belt or chain maintenance.

If the engine has been identified as an interference engine valve to piston damage will occur if the engine is run with a broken Cam belt.

A compression check of all cylinders should be performed before removing the cylinder head.

Always consult a suitable workshop manual before attempting to change the Cam belt or Chain.

The use of these engine timing tools is purely down to the user's discretion and The Tool Connection cannot be held responsible for any damage caused what so ever.
ALWAYS USE A REPUTABLE WORKSHOP MANUAL

Manufacturer	Model	Engine Code
Peugeot:	807 (05-11) 407 (05-11) 607 (05-09)	DW10UTED4 (RHK) DW10BTED4 (RHR) DW12BTED4 (4HS 4HP 4HT 4HR)
Citroën	C4 (04-10) C5 II (04-10)	DW10BTED4 (RHR)
Land Rover	Freelander (06-10)	DW12BTED4 224DT
Volvo	S40 (03-10) V50 (06-10) C70 (06-10) S80 (07-10) C30 906-10) V70 (07-10)	D420T 2.0D
Ford	S Max 2.2 (08-10) Galaxy 2.2 (08-10) Mondeo 2.2 2.0 (07-10)	QXBA(2.2) QXWA(2.0) QXBB(2.0) Q4BA(2.2) QXWA(2.0) QXWB(2.0) AZBA(2.0) AZBC(2.0) AZWA(2.0)

Developed for the 2.0/2.2 DOHC common rail diesel engines found in Land Rover, Peugeot, Ford and Volvo vehicles.

This kit allows the replacement of the timing belt whilst maintaining the correct timed position of the Camshafts and Crankshaft.

These engines use a Cam Belt to transmit the drive from the Crankshaft to one of the Camshafts. The drive is then transferred from one Camshaft to the other by a chain located in the Cylinder head. This kit is designed for the servicing/replacement of the cam belt drive only.

N.B The information given below is for reference only. The Tool Connection Ltd recommend the use of manufacturers' data or Autodata.

Preparation

- Remove the following components where access requires
 1. Right hand engine mount
 2. Auxiliary drive belts
 3. Starter motor

Component A

Cam Shaft Pulley Timing Pin

Component A is designed to slide through the timing hole in the Camshaft pulley and lock into a corresponding hole in the cylinder head.

N.B. This pin is not designed to lock the camshaft against the torque or undoing the camshaft fixing. Use an appropriate pulley holding tool if removal of the pulley is required.

Component B

Flywheel Locking Pin

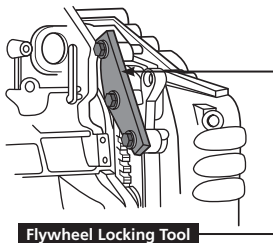
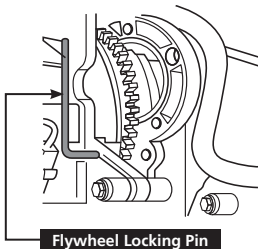
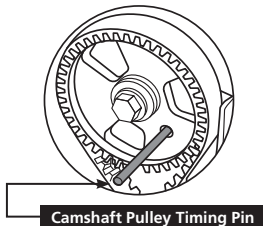
In order to fit the flywheel locking pin the starter motor must first be removed.

N.B. This pin is not designed to lock the crankshaft against the torque of undoing the crankshaft fixing. Use component C to lock the flywheel for this purpose.

Component C

Flywheel/Ring gear locking Tool

Component C is used to lock the flywheel against the torque required to loosen the crankshaft pulley fixings. Component C requires the removal of the starter motor.



Safety Precautions

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compression check of all the cylinders should be taken before the cylinder head (s) are removed.
- Do not turn crankshaft or camshaft when the timing belt has been removed
- To make turning the engine easier, remove the spark plugs
- Observe all tightening torques
- Do not turn the engine using the camshaft or any other sprocket
- Disconnect the battery earth lead (Check Radio code is available)
- Do not use cleaning fluids on belts, sprockets or rollers
- Some toothed timing belts are not interchangeable. Check the replacement belt has the correct tooth profile
- Always mark the belt with the direction of running before removal
- Do not lever or force the belt onto its sprockets
- Check the ignition timing after the belt has been replaced.
- Do not use timing pins to lock the engine when slackening or tightening the crankshaft pulley bolts

• ALWAYS REFER TO A REPUTABLE MANUFACTURERS WORKSHOP MANUAL

Warning Incorrect or out of phase engine timing can result in damage to the valves. It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions.



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